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1867 1927

Canada's Diamond Jubilee of Confederation

ISSUED BY THE
CONFEDERATION CELEBRATION COMMITTEE
GREATER VANCOUVER, BRITISH COLUMBIA

CANADA'S COAT OF ARMS

The Royal Imperial Crown which surmounts the whole device denotes that Canada, a nation among the British Commonwealth of Nations, recognizes the Imperial Sovereign ruling over this vast Empire. Immediately beneath this is the crest upon the royal helmet, which is always, as represented, set full face with the visor closed and showing six bars and colored gold. The crest is the Royal lion "passant, guardant," which means, walking, with head facing the spectator, holding in its dexter (or right) paw a maple leaf of Canada, colored "gules," which means in heraldic language, red. The silver and red twisted cord upon which the lion is standing is what is termed the "wreath" and originally formed a support for the crest upon the helmet, and the artistic drapery of silver and red represents this "wreath when torn in the wars of ancient days." The animals on either side of the shield are known as "supporters." It is thought by some authorities that supporters really are the heraldic survival of fancifully dressed pages or footmen who uphold the banners, standards, or shields of those engaged in tournaments. In the Canadian Coat of Arms (or insignia) we have on the dexter side a golden lion upholding the banner of the union (England, Scotland and Ireland) and on the sinister or left side the Unicorn of Scotland upholding the banner of France, modern. The shield of Canada shows four quarterings, namely:

(1) "Gules" the 3 lions passant guardant "or" (i.e. gold) for England.

(2) "Or" a lion rampant "gules" within the royal treasures for Scotland.

(3) "Azure" (blue) a harp "or" for Ireland.

(4) "Azure" 3 fleur-de-lys "or" for France.

With the base of the shield argent, charged with a three-leaved sprig of maple "proper" (or natural color) the emblem of Canada.

Beneath the shield is the motto: "A Mari Usque ad Mare"—"Even from sea to sea," with the national floral emblems of the nations which form the ancestral foundation stock of the Canadian people—namely, the Rose of England, the Thistle of Scotland, the Shamrock of Ireland, and the Lily of France; providing an artistic foundation upon which the Canadian armorial insignia rests, the whole forming a beautiful and historic combination.

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The Fathers of Confederation

VISCOUNT WILLINGDON
Governor-General of Canada

GOVERNMENT HOUSE,
OTTAWA.

May 11th, 1927

Dear Alderman Woodside:

Very gladly I respond to your request to give a message to the citizens of Vancouver, more particularly as I have a very delightful recollection of my recent visit to your city.

As our beloved sovereign's representative I send you all most cordial greetings on July 1st, when in all parts of the country we shall be celebrating the 60th anniversary of Confederation in this great Dominion. I trust that the coming years may bring you all ever increasing prosperity and progress, and that the efficiency of the wonderful development of your City in past years may be carried on in the same spirit in the future.

With the certain growth of the importance of all the interests and activities of Vancouver, will come an ever increasing influence on the destinies of the future of Canada.

May I venture to urge on you all to remember on this historic day, the great purpose of Confederation, and to use that influence to co-operate with all other parts of your country in building up Canada a great nation, which will always be a bulwark of strength and support for the unity of the British Empire.

Yours sincerely,

Willingdon

Alderman F. E. Woodside,
Vancouver Celebration Committee
Vancouver, B.C.

The Victory Tower and Dominion Parliament Buildings, Ottawa

THE DOMINION OF CANADA

THREE hundred and seventy years before Confederation became an accomplished fact in 1867, John Cabot sailed from the port of Bristol, on the west coast of England, and landed on the shores of Labrador on June 24, 1497. There he planted the English flag. Nearly five hundred years prior to this date—about 1000 A.D.—Norse explorers from Greenland visited Canada and established a settlement whose situation is unknown. These hardy adventurers were soon overwhelmed by Indians, who remained in undisputed possession until the coming of European explorers in the fifteenth century.

Thirty-seven years after the landing of Cabot, the French navigator, Jacques Cartier, sailed up the Gulf of St. Lawrence in a single ship to a point where land could be seen on either side. Returning the following year, 1535, he reached the Indian encampment of Hochelaga, now the city of Montreal, and passed the winter at the mouth of the St. Charles, where the city of Quebec stands today.

These journeys of discovery were the beginnings of Canadian history—a romance which dates back for nearly four centuries of authentic record, and now forms a proud tradition of pioneering upon which to erect a future of immeasurable possibilities.

It was not, however, until July 1, 1867, that the Dominion of Canada—or the "Kingdom of Canada," as it nearly became known—entered upon its official history. Three important conferences preceded the uniting of British North American colonies under one government.

The first advocate of union was William Smith, a former Chief Justice of Canada, who in 1789 laid before Lord Dorchester, governor-in-chief, a project for the establishment of a central legislative body consisting of a nominated council and of an assembly, the members of which were to be chosen by the popular branches of the provincial legislatures. Nothing came of this plan, nor was any action taken on a somewhat similar scheme propounded twenty-five years later by Chief Justice Sewell. The difficulty of communication between the various colonies was considered to be an insuperable bar to any union other than that involved in their common allegiance to the British Crown.

With the introduction of railways, the idea appeared more feasible. In 1850, the British America League, formed to counteract the annexation movement of 1849, stated in its prospectus that the true solution of the

Arrival in Vancouver of the first C.P.R. transcontinental train, May 23, 1887

like the others, failed of result.

Meanwhile, a somewhat similar movement was taking form in the Maritime Provinces, which, with the

was the head, and of which John A. Macdonald and George Cartier were leading members.

(1) *Cordova Street today*

(2) *Hastings Street and the Cenotaph*

(3) *A peep at the harbor*

(4) *Looking up Granville Street*

(5) *The Burrard Bridge at English Bay*

(6) *Looking down Granville Street*

[illegible] Nova Scotia, New Brunswick and Prince Edward Island to give up hope of coming to an arrangement [illegible] among themselves, to bring about an alliance among themselves, and authorized their respective governments to send a joint conference for the purpose of discussing the legislative union of their own [illegible]. This was the first opportunity for the newly formed cabinet government of Canada, which was then engaged [illegible] the other British colonies, to bring to union. Permission was asked, and obtained, to lay the views of Canada before the Maritime Conference, which assembled at Charlottetown on September 1, 1864.

This was the first of the three conferences which finally resulted in Confederation.

Nova Scotia was represented by the Hon. Charles Tupper, Premier and Provincial Secretary, the Hon. W. A. Henry, the Hon. R. B. Dickey, the Hon. Jonathan McCully and Adams G. Archibald.

New Brunswick was represented by the Hon. S. L. Tilley, Premier and Provincial Secretary, the Hon. J. M. Johnson; the Hon. John H. Gray; the Hon. E. B. Chandler, and the Hon. W. H. Steeves.

Prince Edward Island was represented by Colonel the Hon. John Hamilton Gray, the Hon. Edward Palmer, the Hon. W. H. Pope, the Hon. George Coles, and the Hon. A. A. Macdonald.

Canada was represented by the Hon. John A. Macdonald, the Hon. George E. Cartier, the Hon. George Brown, the Hon. Alexander T. Galt, the Hon. William McDougall, the Hon. Thomas D'Arcy McGee, the Hon. Alexander Campbell, and the Hon. Hector L. Langevin.

[illegible] was conducted behind closed doors and no report of its proceedings has ever appeared [illegible] delegates, each having been empowered to deal with questions of legislative union, were not members [illegible] Canada, however, did bring pressure to bear on the larger issue, that the conference [illegible] and [illegible] in favour of Quebec. In the course of the following month, for the [illegible] Canada prepared a memorandum on the subject of a federal union of all the British North American provinces.

[illegible] October 10, 1864, the leaders gathering assembled within the walls of the Parliament House, Quebec, for the second conference on confederation.

[illegible] the Hon. Sir E. P. Taché, the Hon. John A. Macdonald, the Hon. G. E. Cartier, the Hon. George Brown, the Hon. Oliver Mowat, the Hon. Alexander T. Galt, the Hon. W. McDougall, the Hon. T. D'Arcy McGee, the Hon. Alex. Campbell, the Hon. J. C. Chapais, the Hon. H. L. Langevin, the Hon. [illegible] Nova Scotia, the Hon. Charles Tupper, the Hon. W. [illegible] Henry, the Hon. Jonathan McCully, [illegible] R. B. Dickey, Adams G. Archibald, [illegible] New Brunswick, the Hon. Samuel L. Tilley, the Hon. W. H.

The famous Hot Springs, Banff, Alberta

[illegible] the Hon. J. M. [illegible] the Hon. P. Mitchell, the Hon. J. P. Chandler, Lt.-Col. the Hon. John H. Gray, [illegible] the Hon. [illegible] Nova Scotia, the Hon. E. B. Chandler, the Hon. Ambrose Shea, Hon. Peter [illegible] the Hon. J. H. Gray, the Hon. F. Palmer, the Hon. W. H. Pope, the Hon. A. A. Macdonald, the Hon. G. Coles, the Hon. T. H. Haviland, the Hon. E. Whelan.

[illegible] Prime Minister of Canada, was chosen chairman, and Martin Howatt Bernard executive [illegible] sessions, commenced on October 28, and were finished at Montreal on the 27th. [illegible] questions were fully discussed and determined. Delegates, one and all, affirmed their intention to maintain [illegible] with the mother country. Macdonald and some others preferred a legislative as opposed to a federal union, but that, for many reasons, Quebec would not accept. Representation of the Upper Chamber provoked [illegible] Macdonald, Brown, and Dorion, of many parties, agreed in preferring a nominative to an elective Senate, and their views prevailed.

[illegible] Sharp differences of opinion existed and very [illegible] but were [illegible] frankly provoked and at length an agreement [illegible] was embodied in seventy-two resolutions, which were laid before [illegible] Canada, and approved by a vote of 91 to 33 on March 11, 1865.

[illegible] Conference, respected in itself, consisting of Messrs. Macdonald, Cartier, Brown, and Galt, in England with the Imperial Government upon certain [illegible] provinces, and the means whereby it can be most speedily effected."

Meanwhile [illegible] Maritime Provinces, where unexpected opposition to Confederation [illegible] Premier Tilley [illegible] Premier Tupper, more impetuous. Gradually the Maritime position [illegible] On April 17, 1865, the House of Assembly of Nova Scotia, under the leadership of Dr. Tupper, [illegible] by a majority of 31 to 18 against the appointment of delegates to arrange [illegible] Confederation [illegible] provision for the rights and [illegible] On June 3, 1865, Nova Brunswick passed a resolution similar to that passed in Nova Scotia. Newfoundland and Prince Edward Island remained obdurate.

While [illegible] Maritime Provinces were [illegible] big, more obstacles were arising in Canada. [illegible] United States, two men in particular, George Brown from the coalition, the Fenian

Part of Vancouver from the Air

Ontario and Quebec.

Dominion.

CITY HALL

"Kingdom of Canada." Sir John Macdonald has left on record that the [illegible] made every effort to retain it, but that Lord [illegible] Secretary of State for Foreign Affairs, objected on the ground that [illegible] "Kingdom" might be unacceptable to the Americans. For this rather inadequate reason, "Kingdom" was disallowed and "Dominion" substituted.

At Confederation, in 1867, the new Dominion of Canada comprised the four provinces of Nova Scotia, New Brunswick, Quebec and Ontario, and had a total area of 377,699 square miles. To-day the total area of the Dominion is 3,745,574 square miles, or 111,222 square miles greater than the United States and Alaska combined. Newly organized provinces, Yukon, Alberta, Saskatchewan and Manitoba, have sprung up in Canada of to-day, which is bounded by three oceans instead of two as formerly, but the extent of coast line has increased greatly. Although so large a country, Canada is not the largest in the world. Russia is more than twice as large, and China is almost as large again. Brazil, Australia, the United States and Canada are all larger than the United Kingdom, but Canada is the largest country under the British flag. Indeed, Canada alone is more than one-third the area of the British Empire.

Before Confederation, Canada was content to accept as her motto the verse from the 72nd Psalm, from which [illegible] "He shall have dominion also from sea to sea, and from the river unto the ends of the earth." Accordingly, [illegible] the Dominion Government [illegible] to complement, materially, Confederation. The [illegible] from the history of Canadian progress [illegible] the Fathers of Confederation and gave birth to a new nation.

Of the [illegible] in 1867, all those engaged today in the immigration [illegible] comprehend the vast changes that have been brought about within the span of a life-time.

[illegible] Winnipeg, now the gateway to the wheat-[illegible] the present site of that city was occupied by the trading [illegible] Company's post of Fort Garry, and a population of 215 people. The pioneers of those early days have seen civilization step in [illegible] where buffalo herds roamed. Here, where [illegible] buffalo bones marked the [illegible] Indian hunting ground, there will be this year 1-ton crop of wheat [illegible] "prairie schooner" and Red River cart have creaked in [illegible] Canada has [illegible] Here were but 2,275 miles [illegible] 123 miles of railway in that year. To-day Canada boasts a network of 40,352 miles [illegible] 3,887 miles of trans-continental railway. Hardly [illegible] lived through this great transformation. [illegible] Pacific was the first [illegible] of the Canadian Pacific

121,999 freight cars.

of development that we enjoy today.

1926 by Herman Trelle, of Wembly, Alberta, in the Peace River District.

forms an epic in itself.

An air view of the University of British Columbia, Point Grey

and twenty-seven non-metals are mined in this country. It may be asserted without fear of contradiction that

of the Dominion.

dwellings have given way to homes of comfort, convenience, charm and value.

Royal North West Mounted Police, as it was formerly named.

of the unknown places. A $500,000 reindeer industry is now proposed for the Mackenzie River basin.

appeal, it is the largest big game sanctuary in the world.

have been eliminated within the memory of living men.

limited only by the energy and ambition of the nation.

fastest-running newsprint machines, which operate at 1,050 feet per minute.

"Real Estate Office" following Vancouver's Big Fire

Company, are under way in this, the sixtieth year since Confederation.

world countries, the lowest in per capita taxes as against Australia, Great Britain and the United States.

These few statistics, out of many that might be produced, give some idea of the strides taken by the Dominion

and unite for the accomplishment of a measure so fraught with advantage to their common country."

History ever has a way of repeating itself, and it is not surprising, therefore, to find a second application of George Brown's thankfulness that in a national crisis men would prove themselves men in the nation's

at the second battle of Ypres, on April 22, 1915, to the capture of Mons on November 10, 1918, it may be said

their part even as their pioneer forefathers did in the earlier struggles and hardships of nation-building.

The Great War was not, however, the only occasion upon which Canadians left their home and country to

No record, however brief, would be permissible without reference to the educational progress of the Dominion,

Touching again on the historical side of Canada's career, the Dominion premiers since Confederation, in the

of Devonshire, Lord Byng of Vimy, Lord Willingdon.

Another glimpse backward—this time at the historical associations that surround present-day towns

lands would reach out into the space that lies beyond the confined limits of old-world conditions.

Out of the long centuries of Canadian history the ancient city of Quebec, founded by Champlain in 1608, may justly claim the right of the Dominion, for it was here that the Confederation conference of 1864 came to [illegible] "for the best interests and present and future prosperity of British North America will be promoted by the Confederation of the Provinces of Great Britain, provided such a union can be effected on principles [illegible]." Even Quebec's village of 1621—two hundred and forty-six years prior to Confederation—[illegible] was soon built, and a register of births, marriages and deaths opened [illegible]

A [illegible] Montreal [illegible] the bygone past has an intense interest [illegible] Hochelaga, visited by Jacques Cartier in 1535, followed by the trading post set [illegible] Pierre Radisson in 1611, Ville-Marie—as Montreal was founded by Maisonneuve in 1642. [illegible] that Montreal has the oldest board of trade in [illegible] 1822, a [illegible] earlier than the Confederation. Halifax, Nova Scotia, [illegible] Canadian cities, having been founded in 1749, and holding the [illegible] "Halifax Gazette" in March 25, 1752. Kingston, [illegible] Lake Ontario, [illegible] 1673, gives place to Three Rivers, Quebec, [illegible] Canada, founded by Champlain in 1634, whose Indian name "the place of meeting" [illegible] Lake Ontario, [illegible] 1749, whose Indian name "Fort Rouillé" [illegible] Ottawa, [illegible] Queen Victoria, was founded in [illegible] 1857, Victoria, [illegible] British Columbia, founded in 1842, and New Westminster, named by Queen Victoria—to mention but two more of Canada's pre-Confederation cities—dates back to 1858.

Many [illegible] Canada's history, have contributed [illegible] Quebec first set foot on Canada's soil. Many [illegible] Canada's statesmen [illegible] this great [illegible] on the [illegible] Confederation. Many [illegible] have contributed [illegible] Canada, but a [illegible] yet enough has been [illegible] Canada's greatness and [illegible]

With this asset the Makers of Canada have not labored in vain.

(1) *Chateau de Ramezay, Montreal* (2) *A vi[illegible]* (3) *Rideau Hall, Ott[illegible], residence of the Governor-General of Canada*
(5) *Evangeline's Well, Grand Pre* (7) *The Old Dungeon, Fort Anne, Annapolis Royal, N.S.*

THE PROVINCE OF BRITISH COLUMBIA

PROBABLE [illegible] was [illegible] the first adventurous voyages of discovery dating back to 1578 when Sir Francis Drake, English privateersman, raided the Spanish ships of the South Seas, [illegible] of New Albion—the possession of the entire Northwest in the name of Queen Elizabeth—was the chief incentive which brought white men to the coast of what is now known as the Province of British Columbia. The lure of gold brought about the second entry—a [illegible] up the Fraser River and far into the heart of the [illegible], who resented the penetration of their hunting grounds by the strange newcomers.

[illegible] with the native Indians of the north coast in the bartering of furs, [illegible] and [illegible] trade was established, and in that period much of British Columbia's early history was written into the records of time.

[illegible] Russia, Spain, the United States and England were involved in the early contests for [illegible] magnificent furs.

[illegible] 1728, Peter the Great [illegible] Vitus Bering, a Dane, to [illegible] the fur trade of the Islands of [illegible] Russia. In 1774, Spain, [illegible] the incursion of the Russians in the north, ordered Don [illegible] Mexico [illegible] proceed from the California settlements [illegible] Sonora. He explored [illegible] Queen Charlotte Islands, and on August 18 [illegible] Nootka Sound. Perez [illegible] Don Bruno Heceta and Francisco de la Bodega y Quadra [illegible] Nootka Sound. Heceta and Spain asserted her claims to territorial rights.

In 1778, during the reign of King George III, the British government commissioned Captain James Cook [illegible] Vancouver Island [illegible] the passage of the waterway connecting the Pacific and Atlantic Oceans. Cook [illegible] the ships *Resolution* and *Discovery*, the former under his own command [illegible] Cook's vessels [illegible] Hope Bay on March 29, 1778. For trading [illegible] Captain [illegible] the Sandwich Islands. Hawaii, where they refitted and repaired for winter quarters.

as the pioneer fur trader of the coast islands. One year later the *King George*, the *Queen Charlotte* and the

Britain's demands were finally acceded to in the Articles of Convention, signed October 28, 1790.

The carrying out of this agreement brought Captain George Vancouver to the North-west, he having been commissioned in 1790 to proceed to the Pacific coast in command of a new 340-ton vessel, H.M.S. *Discovery*.

Columbia River.

(1) *Indian Village, showing Totem Poles* (2) *Cherry Picking in British Columbia*

was the annexation of all territory west of the Rockies, as a counter move to the North-West Fur Company.

venture"; of canyons "turbulent, noisy and awful to behold"; of precarious situations when "lives hung, as it were upon a thread . . . the failure of a line or a false step of one of the men, might have hurried the whole of us into eternity," to quote a few sentences from Fraser's own graphic description.

Section of Vancouver Waterfront

to introduce spirituous liquors."

States, the American interests sold out to the North-West Company.

Fort Victoria, 1843.

is practically the present boundary, was agreed upon.

(1) *New Westminster from the River* (2) *SS. Beaver, first steam boat on the Pacific Coast*

using a single nail. The fort was ultimately named "Fort Victoria" in honor of Her Majesty Queen Victoria.

which stands today only a few feet from its first location.

be devoted to improvement, except for a ten per cent. commission.

ment he was made a Vice-Admiral. At about this time the total number of settlers on Vancouver Island was only 450.

Mr. B. A. McKelvie, as historian of the Native Sons of British Columbia, relates the following interesting

accounts, the first law enactment was considered. This was a liquor law. The suggestion that a duty of 5 per cent.

not much exceed the expense of the officers necessary for its collection." So reads the minute. In October it was decided to issue wholesale and retail licenses.

under the consideration of council," and it was decided to open two schools, one at Maple Point, and another near Victoria, "there being about thirty children and youths of both sexes, respectively, at each of these places." The first school was at Minies Plain, and Robert Barr was the first schoolmaster.

Among other interesting occurrences in 1853 it is recorded that a committee of four was appointed to locate

schools; fees for the colonial school were approved.

sworn in as Governor of the new colony.

cable; Fort Hope was established, and Yale became the centre of the new mining industry.

and commerce in an almost unknown country, where danger lurked on every hand.

(1) View of the Historic Great Trees of Lucca, Italy

churches, the first colonial coat-of-arms and postage-stamps were prepared by them."

the second port of entry for customs duties.

sectional contracts were begun by a soldier and civilian force, under Captain J. M. Grant, between Yale and Chapman's Bar, from that point to Boston Bar, and from thence to Lytton. The road from Lytton to Fort Alex-

retains portions of its original construction.

Another road-builder of the '60's was Alfred Waddington, who conceived the possibility of a highway opening up the interior from Bute Inlet. This enterprise led to what has become known as the "Chilcotin War" of 1864, when raiding parties of Indians murdered a number of the construction men, settlers and packers after forty miles

to justice and hanged, this little Indian war cost British Columbia $80,000.

Meanwhile, the first white settler on the ground now occupied by the City of Vancouver spent his first night

present West End of the city. In this year, on August 2, the City of Victoria became incorporated.

Morton's small log cabin and barn were the first buildings erected on the peninsula, and the trail that he and his companion cut near the present location of Carrall Street, was the first development to take place.

The north shore of Burrard Inlet was the scene of the next development, when, in 1863, two New Westminster

site. Around the mill a small community began to grow, and this village was named Granville.

our will and pleasure."

on November 17, 1866. Victoria was chosen as the capital of the new colony of "British Columbia."

building of a trans-Canada railway.

VANCOUVER, BRITISH COLUMBIA

street railway undertaking in Canada with a system aggregating 340 miles.

to third rank among the provinces as a producer of pulp and paper.

horse power at the close of 1925.

pioneers who followed in their footsteps.

Upon these firm foundations the future of British Columbia rests secure.

THE CITY OF GREATER VANCOUVER

BETWEEN the little log cabin erected by John Morton on the south shore of Burrard Inlet in 1862, and the metropolitan City of Vancouver of 1927, there is a great gulf fixed. Yet time, as measured back to the dim beginnings of the cities of older lands, has scarce left its touch on this young giant of the west, for but a mere span of sixty-five years lie between that forest shack and the man-made canyons of business centralization on the Granville and Hastings streets of today.

"Vancouver", however, was not the original name by which the first settlement on Burrard

was responsible for the change to the present name of Vancouver.

ference on the acquisition of lands for railway terminal purposes at Coal Harbor and English Bay.

The little town of Granville, or "Gastown," as it was better known, was inspected; Mr. Van Horne was

endorsation in Montreal, Toronto, Ottawa and London, England.

BEAUTY SPOTS IN STANLEY PARK, VANCOUVER, B.C.

(1) *A glimpse of the Evergreen Playground* (2) *The Rustic Tea Rooms* (3) *The "Seven Sisters"* (4) *Second Beach*

on Pender Street was occupied.

by the end of the year. Vancouver might be expected to [illegible] $8,000 which with [illegible] a $14,000 [illegible] sum of $70,000 was borrowed for street improvements.

[illegible] citizens visited [illegible] the terms of the Canadian Pacific Railway [illegible] which [illegible] that the Lieut.-Governor in Council [illegible] to the extent of [illegible] Vancouver agents were appointed.

[illegible] of Mayor M. V. McLean, Aldermen R. [illegible] Dunn, J. Thompson, [illegible] was [illegible], George Bentley, [illegible] magistrate, J. M. Stewart, [illegible] to his credit, still directs Vancouver's splendid fire-fighting force.

On the [illegible] had been [illegible] the Hotel Vancouver.

[illegible] it was then [illegible] there [illegible] by the Board of Board of Commerce [illegible] Cooper Kerr [illegible].

Another [illegible] MacLean [illegible]

City." 1887 witnessed the first real celebration of Dominion Day in Vancouver after incorporation.

Up until this time the city water supply was obtained from wells, a condition which contributed to inter-
requirements of the growing city.

touched on elsewhere in this book, went ashore off Prospect Point and became a total loss.

(1) *A boating picnic on Seymour Creek in 1887* (2) *Vancouver the morning* [illegible] *May 1887*

(4) *Vancouver from the South* [illegible] *1890* (5) *First Street Car Ju* [illegible]

Cotton and J. W. Horne were elected. Civic assessments had by this time reached to $9,404,445.

The history of the city's waterworks sheds an interesting light on local conditions between the years 1887

accepted by the ratepayers who ratified the purchase proposal by a vote of 189 for and 11 against.

It is interesting to note that the Dominion Day celebration of 1890 was featured by the beginning

appearance. The city's electric light service also commenced this year.

occupied the site of the present building at the corner of Granville and Georgia Streets.

enough current to make them visible. The old Vancouver "News-Advertiser" was the first paper to be printed in

by the British Columbia Electric Railway Company in the province.

When British Columbia entered Confederation, in 1871, the two mill sites at Hastings and Moodyville were

communication between the settlements of the north and south shores.

A period of general depression set in all over Canada during 1893-94, and this was felt quite keenly in the

reductions in civic salaries—much improvement work was carried on. In 1894 two distinguished visitors came to [illegible] during the visit, in the foundation of the Local Council of Women.

[illegible]

Local affairs are often shaped by movements at some far distant place, and so it happened that Vancouver [illegible] eagle eye by the scarlet-coated troopers of the Royal North West Mounted Police.

[illegible] south-east corner of Hastings and Richards Streets for the sum of $2,250.

But to return to the history of the city. War in South Africa broke out in 1899, and thus came about the [illegible] Empire—a call which then, as in later years, found a ready and eager response.

and Vancouver, for the first time in its history, was winning attention in the world's great centres of activity.

local Board of Trade.

At this period—only twenty-four years ago—Vancouver was being supplied with its electrical energy from

Vancouver Island and the mainland.

Beginning with the prosperous times of 1905, the City of Vancouver entered upon an era of spectacular growth, which lasted until one of the biggest real estate "booms" in the history of Canada came to a more or less

and found itself equipped for the big business of a metropolitan centre.

had at its command in commercial, industrial and shipping improvements.

Then, with a sudden crash, came the Great War. Before the first month had passed Vancouver's sons were

for the city, but competently undertaken.

transformation.

Twenty-four years after John Morton and his two companies established themselves in lonely possession of what is now the west end of the city, two thousand people comprised the population of Vancouver's pre-fire

pass today in their voyages to the seven seas and the four corners of the earth.

From those days, which now seem almost prehistoric, when the telephone bill collector came to the door with the account and a screwdriver and orders to collect either the money or the telephone, to the present system which connects Vancouver with far distant points in the province, is a long stride in progress but not in the matter

Telephone Company.

No other figures speak so conclusively of a city's business growth as the annual record of its bank clearings.

of $888,704,118.

can now handle almost any traffic that offers.

prepared for the future growth of this city.

The old meeting place, corner of Carrall and Water Streets

many unbelievable changes.

suburban homes and cultivated acreage.

fully up to the most sanguine expectations of the greatest optimist."

And back of all our civic pride and prosperity lies the brain and brawn of the makers of Vancouver.

During the [illegible] in the office of [illegible] 1884-1891 [illegible] 1892-1893 [illegible] 1894 [illegible] 1898 to 1906, [illegible] A. Bethune, 1907-1908, [illegible] T. S. Baxter, 1913-1914, [illegible] 1924.

Many [illegible] the Provincial Women's [illegible] before [illegible] of international [illegible] have [illegible] has the Lions' Gate given passageway to a larger craft of peace or war.

The [illegible] vanished years:

"The [illegible] by the [illegible] rocky, [illegible] snowy [illegible] of the sea by a very narrow border of low land."

[illegible] gateway to the [illegible] the west, [illegible] of the world. Six [illegible] the north-east [illegible] hundred [illegible] and four [illegible] [illegible] [illegible]

on the Pacific Coast."

this recognition our honored pioneers are well satisfied

acquired by the city for the perpetual beautification of Vancouver.

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